

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,326 號陸拾貳百叁千叁萬壹第 日式初月十年六十二緒光 HONGKONG, FRIDAY, NOVEMBER 23RD, 1900. 伍拜禮 號叁十式月壹十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

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Hongkong, 21st November, 1900. [2939]

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Arrivals, Departures and other Shipping Intelligence will be found on pages 3, 6 and 7

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HONGKONG DISPENSARY.

ESTABLISHED 1841.

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ONLY communications relating to the news columns
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Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
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Telegraphic Address Press—A.B.C. Code.
P.O. Box, 33. Telephone No. 12.

DEATH.

On the 14th November, at No. 104, Wilkie
Road, Singapore, Lily, daughter of Mr. H. GRAY,
of Katz Bros. Limited.

The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD (CL).
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 23rd, 1900

At a banquet given last month in Manchester, in connection with the local Statistical Society, Sir ROBERT GRIFFEN made some very interesting remarks on the subject of the growth of the world's population and the consequent effect on the relative positions of nations and races in the world. The most striking point to which he drew attention was the prodigious rate of increase of the community of European nations and nations of European origin. Most startling of all was the growth of the Anglo-American population. One hundred years ago the population of the United Kingdom and the United States of America together was not more than twenty millions; now it is not less than one hundred and thirty millions. Though Russia and Germany could also show vast increases, the figures were nothing like so large. The change in the relative weight of European races in international politics is of course tremendous. Taking European nations and nations of European origin together, the increase for the century is estimated at 350,000,000—from about 170,000,000 to 520,000,000. Sir ROBERT GRIFFEN went on to say that during this time the non-European peoples of the world, the black and yellow races, had practically been stationary, and that the forces of civilisation had thus become nearly irresistible. In another century the change would be still

greater, unless some great internal change should take place in the ideas and conduct of European races themselves. Sir ROBERT GRIFFEN was here alluding to the theories of Malthus—and an overwhelming population of European descent would have nothing to fear from other races. The "yellow peril," the speaker continued, would have vanished in a hundred years, because the yellow races would be far outnumbered. What, he asked, would the four hundred millions of China be compared with 1,500,000,000, or 2,000,000,000 of European race? It is, however, questionable whether the yellow races are in fact stationary as Sir ROBERT GRIFFEN states. We quoted a few days ago some statistics of Chinese immigration into all parts of the world, showing the large proportions which this movement has now attained, in spite of the fact that in many countries it is very sternly restricted. Yet China itself is as overflowing as ever, and the population, except in such parts as have not yet recovered from the effects of the devastation following the great Taiping rebellion, shows no tendency to stand still. Japan also is already too small for her population, and emigration has to be checked to avoid foreign complications. No such growth, it is true, can be shown as in the case of the leading white peoples, but it is not correct to say that the latter alone are increasing rapidly. It must be admitted, however, that the main contention of the speaker at Manchester is beyond all doubt, that the change of the relative positions of nations in the world has been astonishing in the last century. It is plain from the figures that the four great world-powers are now the United States, Great Britain, Russia, and Germany, while France is a doubtful fifth. The pre-eminence of the United States, if we judge by statistics, is unquestionable. What effect this will have on the future of the world's history we would not like to undertake to guess, but that it will be very great no one can deny. Dismissing purely economic and social questions, we must look for the course of politics to be more and more directed by the peoples who are increasing most rapidly. Will it also be the case that the destiny of China and the Far East generally will be determined by the four Powers above mentioned? If with the re-election of Mr. McKINLEY to office the United States adopt a less retiring and vacillating attitude towards affairs in this part of the world, it is more than probable that a compromise between the views of the four will decide the matter. It is from the apparent divergence of these views that the compromise is proving so difficult to arrive at.

The Dallas Co. is expected to open its theatrical season at Rangoon about the 8th December, after closing in Calcutta on the 1st. Mr. Brown follows the Dallas Co. at Calcutta on the 3rd prox. Both are due in Hongkong early next year.

Last evening in the St. George's Hall, Mr. Alec Marsh and Mr. A. G. Ward gave the second of their series of subscription concerts before a large and highly appreciative audience. Every item on the programme was excellent and showed how successful Messrs Marsh and Ward had been in its preparation. Mrs. Lawson and Mr. Hill (in addition to the parts originally assigned to them) took the places of Mrs. Bodeley and Mr. G. Lammert respectively, who were indisposed. We hold over until to-morrow's issue a fuller notice of the concert.

A wealthy resident named Tung in Tientsin Native City was attacked by a Boxer chief prior to the outbreak of the trouble, and only escaped with his life after kowtowing to the truculent ruffian. After the capture of the City, Tung met his friend once more, but he was no longer a Boxer. He was one of those harmless, innocent citizens or villagers which it has delighted us to spare and protect, and his gentle hand clasped a banner with "Protected by Japan" on it. Tung twitted him with being the bearer of a foreign devil's flag, and asked him whether he was now engaged enrolling foreigners to fight the foreign troops, as his own men had done so badly. The ex-Boxer replied, he was the victim of circumstances, and if he wished to live he must run with the course of the day. And how many more thus, asks the P. & T. Times?

The Tung Wen Hu Pao, in an article on Tung Fuhshang, says that his troops were the most persistent of all those who attacked the Legations, and that of eight of his officers six were killed during the struggle. His men looked somewhat contemptuously upon all the other troops with whom they were associated, but they were forced to acknowledge the Legation guards as a powerful enemy. "We have," they said, "fought in more than a hundred battles, but never before have we met with a foe so formidable as this. It seems they never fire without taking aim. Every shot brings down a man, and it is no uncommon thing for one bullet to pierce half a dozen men in succession. Moreover they have a cannon which, instead of pointing in a fixed direction, can be whirled round and round and directed to any point of the compass. This of course does terrible execution. Truly without our assistance the conquest of these foreigners would be impossible." The forces of Tung Fuhshang seem to be at present the most formidable obstruction to negotiations, but as they still cling to their antiquated spears and tridents and scorn the use of modern weapons it will probably be easy enough to overcome them provided they can be found.

A heavy snow fall is reported to have taken place in Peking on the 20th inst., which is exceptionally early.

Prices now ruling in Peking for commodities are eggs—per 100, \$1.50; pears per 100, \$2.00; sheep from \$6.00; fowls 14c. to 24c.; bricks per 1,000, \$11.00; stoves, iron, \$3.00.

Singapore papers of the 14th inst. give the cholera figures there up to the previous day as 15 cases and 12 deaths. Another case has occurred at the Lunatic Asylum. An epidemic of influenza is also prevalent at Singapore.

The Saigon Opinion says that M. Portal, a well-known contractor there, has successfully tendered for the steam postal service between Bangkok and Singapore, which is to be subsidised by the French Government.

The Formosa, which arrived yesterday from Tamsui, Amoy, and Swatow, reports H.M.S. Isis, the French Chassecloup Laubet, and the Japanese Misaki at Amoy on the 20th, and the German Bussard at Swatow on the 21st instant.

The U.S. cruiser Albany, formerly the Abreu, anchored at Singapore on the 12th inst. on her way to Manila. She is a vessel of 3,440 tons, and was built at Elswick in 1899. She carries 30 guns and is capable of steaming 20 knots an hour.

The Malayan inter-State cricket match, Selangor v. Perak, resulted in a win for Selangor by 86 runs. This is the first time for ten years in these inter-State matches that Selangor has beaten Perak. Of the total matches, Perak has won six, Selangor two, and four have been drawn.

There is a report that Sun Yat Sen, who was one of the prime movers in the Kwangtung rebellion, is now in Formosa. It is said that the Japanese Government will probably order him to leave the country, on the ground that his presence is considered detrimental to public peace.

The Rifle range at Perak, according to the local Pioneer, is infested with a tiger. The brute was seen crossing it at the 300 yards range, in broad daylight, the other day. The animal has clearly observed the results of the rifle practice, says a contemporary, and has acted on the judgment thus formed.

The Siamese Government have given way and consented to carry out their agreement with the Straits Government, in respect to the telegraph communications between offices in Penang and Malacca, the Federated Malay States, Kedah, and all Siam, at the rates at present in force in British Malaya, viz., at three cents a word for ordinary telegrams, and at nine cents a word for urgent messages.

The first entries for the Viceroy's Cup closed on the 6th instant. At that date the opinion was expressed in India that the finish would be between Merloolae, Dewey (if fit and well), Simon, and Cherry. Dewey, however, seems to be in poor condition and it was stated that the Sultan of Johore intended sending his well-known horse back to Australia. This he was dissuaded from doing by his trainer, Calder.

The new Austrian ironclad *Habiburg* is a ship of a somewhat new type; though classed as an ironclad, she possesses some of the advantages of a cruiser. She has a displacement of 8,340 tons, and she is 358ft. 8in. long by 66ft. beam. She has a double cellular bottom, and she is divided into compartments for 10ft. above her line of flotation. Wood has been employed in her construction only to a very small extent. She carries fifteen heavy guns. She is fitted with two triple expansion engines, supplied with steam by 13 boilers of the French type.

It appears from the Singapore papers that considerable feeling has been aroused by the intention of Sir Alexander Swettenham, Acting Governor, not to nominate Mr. A. Gentle as President of the Municipal Commissioners next year. The Municipal Commissioners are said to be in active correspondence with Sir Alexander on the matter, and according to the Free Press the following telegram was despatched on the 10th inst. from Singapore to London (probably to some influential daily paper):—"Acting Governor refuses continue services Mr. Gentle Municipal President. Great public astonishment indignation. Determined protest preparing Colonial Office. Municipal Commission unanimous protest against Swettenham's action."

THE THEATRE.

The Taylor-Carrington combination last night gave the final performance of their season, when a representation of Du Maurier's world-renowned *Trilby* was submitted to a well-filled house. The principal characters, Trilby and Svengali, were taken by Miss Ella Carrington and Mr. Charlie Taylor. Little Billie being represented by Miss Laura Roberts. The production, taken all through, was undoubtedly well-sustained, and the passion and power of the play were brought very vividly and realistically before an appreciative audience. Trilby, in Miss Carrington's hands, was a thoroughly qualified success, and Mr. Taylor's Svengali left nothing to be desired. Mr. P. Carlton as Taffy and Mr. C. W. Taylor as Sandy showed to very good advantage, the Scotch tongue of the latter being very faithful indeed. All the parts, in fact, were well staged, and *Trilby* as produced by the Taylor-Carrington company will doubtless long remain a pleasant recollection in the minds of those who were privileged to witness it. A particular feature of the play we must not forget to mention, was the beautiful illuminated stage pictures, "Paris by Night," which concluded the play.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 21st November, 8.15 p.m.

It is officially reported that Yuchang, who was recently appointed Governor of Hupeh, died at Kaifengfu on the 18th instant.

THE WAR IN SOUTH AFRICA.

LONDON, 21st November, 8.10 p.m.

BRITISH OUTPOST SURPRISED.

Lord Roberts reports several attacks on our outposts. The Boers surprised the Buffs near Balmoral, and the British suffered casualties to the extent of six killed, five wounded, and thirty-one missing. The post has since been reoccupied.

KRUGER AT MARSEILLES.

Storms have delayed Mr. Kruger's arrival at Marseilles. A reception and banquet are arranged for to-morrow.

REUTER'S SERVICE.

LONDON, 20th November.

GERMANY AND THE CHINA QUESTION.

Count von Bülou, speaking in the Reichstag, justified at length the German policy in China. He repeated that territorial acquisition was not sought, but merely the exaction of reparation and guarantees for the future. He dwelt with satisfaction on the Anglo-German Agreement and also on the friendliness of Russia as evinced by the Tsar's approval of Count von Waldersee's appointment as Commander-in-Chief in China. RUSSIA AND THE CHINA QUESTION. The Russian newspapers, faithfully reflecting the official view, strongly condemn the conditions formulated at Peking as impracticable and as likely to lead to the endless prolongation of a dangerous crisis.

HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. The President (the Hon. R. D. Ormsby, Director of Public Works) occupied the chair, and there were also present Dr. Bell (Acting Principal Civil Medical Officer), Major Brown, R.A.M.C., Dr. Hartigan, Mr. E. Osborne, Dr. E. Clark (Medical Officer of Health), Mr. Chan A. Fook, and Mr. G. A. Woodcock (Secretary).

THE KOWLOON WATER SUPPLY. The following letter, dated Nov. 15th, from the Colonial Secretary was submitted:—"I am directed to acknowledge the receipt of your letter No. 143 of the 29th Sept., which owing to an oversight was for some time mislaid. With regard to the immediate steps which are being taken to provide water for Kowloon during the approaching dry season, I am to report as follows:—What is urgently necessary pending the completion of the new Kowloon water-supply scheme is to put the existing pumping machinery into efficient working order. This is being done as speedily and as thoroughly as possible by the Public Works Department. At present there is an abundance of water in the valleys from which the supply is drawn, and with the pumps and engines working satisfactorily the usual supply can be kept up. With regard to the new scheme above referred to, I am to inform you that the plans and particulars thereof are now with the Consulting Engineer in England and are shortly expected back. Provision for carrying on this important work has been made in the Estimates for 1901."

The following minute was appended:—"Major Brown:—The new Kowloon water supply scheme has not been published. It is not confidential application should, I think, be made for the publication of it in the Government Gazette."

THE PRESIDENT said he did not think there was any objection to asking the Government to publish this scheme. He thought he informed Major Brown that it had been published, but on looking into the matter he found that the scheme was laid on the table at the meeting of the Council and that it was not published. He thought if the Board approved they might write and ask the Government and ask them to publish it. Major Brown said that in connection with this matter he thought the Board might congratulate themselves on having succeeded in doing something. The water supply at Kowloon had been improved very much indeed. He thought there had been practically no air supply. (Laughter.)

THE CHIEF OF MALARIA IN THE NEW TERRITORY. In reply to a resolution of the Sanitary Board requesting that a medical officer might be deputed to investigate the cause of the prevalence of malarial fever at certain Police Stations in the New Territory, the Colonial Secretary wrote as follows:—"Please inform the Board that Dr. Young and Dr. Thomson are about to pursue investigations on the causes of malaria in the New Territory."

Dr. HARTIGAN asked if there was anything fresh to report in regard to malaria in Kennedy Town. The reason for his asking the question was that he was in receipt of a communication from Dr. Young, who spoke to on the subject, and asked especially for a memorandum in regard to malarial fever. The speaker then read the following letter from Dr. Young on the subject:—"Peak Hotel, 21st November, 1900. DEAR SIR:—As requested by you to-day, I have carefully thought out the two questions you raised, and in my opinions the answers are:—(1) The actual drainage.—The drainage of the nullahs (however desirable on other considerations) is unnecessary except where *Anopheles* breeding pools are distinctly localized. The number of the streams is small. The enormous expense would naturally make it a matter of considerable time. I believe it is quite possible, in any nullah I have examined, to clear the *Anopheles* out by filling up their breeding places with stones and lime. They do not offer to take the second best pools and breed in them, but rather seek farther afield."

THE DEATHS IN MACAO. The deaths in Macao for the week ended October 28th, numbered 51; for the following week 44, and for the week ended November 11th 46.

THE ADVANCE ON PEITANG. Here is an item from over the water:—The inflexibility of the law to always meet the emergency of railway operation is well illustrated by an occurrence reported from the vicinity of Indianapolis. A man who had a house to move obtained a permit to take it across railway track during the night. Instead of waiting for the appointed time, however, he started to move the building in the afternoon, and upon being notified, the railway company secured a restraining order from the court. The officer who went to serve the order found the building upon the track. Nevertheless, in order was served, and the man, engaged in moving the building, obeyed the court and left the house standing upon the track. The railway company was notified again, and this time secured from the court a mandamus ordering the building to be taken away, whereas the movers of the building became frightened and they also sought legal assistance. Being advised by their attorneys not to attempt the removal of the building until the restraining order had been dissolved, the building stood upon the track for an inconvenient period, traffic meantime being interfered with. It seems that a number of wreckers sent by the railway company to remove the obstruction were prevented from doing it violence by the owners of the building, with the aid of friends. Truly the machinery of the law and other kinds of machinery are sometimes run to cross purposes.

(2) I can only say again, in proof of the statement that *Anopheles* and malaria are never in my experience found together in the colony, where there is malaria I have found *Anopheles*, and where there are *Anopheles* I have never found malaria. Take the instance mentioned to you to-day—the nullah quarters on Kennedy Road. There, last summer, there were four pools breeding *Anopheles* at the rate of at least a dozen a day, within 48 yards of the building. These pools were the only ones in the immediate neighbourhood in which *Anopheles* were found, after a very careful examination (they have been killed up by the military authorities), but not that the *Anopheles* infected from probably the surrounding Chinese, and living in the grass and bush, have conveyed malaria to these quarters, and more than half of the women and children living there have had fever within the last two months. Of the children over five years of age, something like 70 per cent. have had it. Are you to wait till you have other such sad evidence before definitely tackling this disease at its source? Why, the cost of medical attendance and medicines alone would have prevented this outbreak if it had been attended to last spring.

Dr. HARTIGAN continuing, said he asked the question especially because Mr. May had said it would take \$30,000 to drain the nullahs properly, and according to Dr. Young the work would cost only \$40 to \$50. If the quarters at Kennedy Town could be put in order for such a small sum, the sooner it was done the better.

The PRESIDENT said that Inspector Watson had been instructed to carry out surveys at Kennedy Town, with a view to the drainage of these nullahs. He was allowed \$50 a month for quarters. Mr. Ormsby, however, was doubtful if the cost would be only \$40, and then Inspector Watson had reported that he could not find quarters for \$30 and asked permission to find quarters at the Peak. The speaker was of opinion that that request had been sanctioned. Dr. CLARK was of opinion that to carry out the work thoroughly would take ten times the sum of \$40.

Mr. OSBORNE suggested that the Government be approached with a view of ascertaining what steps had been adopted to render the place healthy. His own opinion was that they were not doing anything at all.

Dr. CLARK:—Ask the Government what they are doing. The PRESIDENT said they had been asked to prepare a scheme and to estimate for draining the nullah, to turn this rocky ravine into a healthy orderly place. He expected that the expense would be nearer the \$30,000 mentioned by Mr. May than the \$40 of Dr. Young.

Dr. Bell said if they wanted a man's opinion they must get it in the ordinary way from the Government and that was the course they must adopt if they wanted Dr. Young's opinion.

Mr. BROWN rose to a point of order. They appeared to be altogether away from the original point.

The PRESIDENT said that, strictly speaking, the minute had nothing to do with Kennedy Town. However, it would do no harm to get this information.

Mr. OSBORNE moved that the Government be asked to inform the Board exactly what steps were being taken in Kennedy Town with the view of filling up these pools in the neighbourhood of the Inspector's quarters.

Dr. CLARK seconded the motion was carried.

FOOT AND MOUTH DISEASE AT POKFULAM. Mr. C. Vivian Ladds (Colonial Veterinary Surgeon) reported on the 21st instant.

I regret to have to report for the information of the Board that several cases of foot and mouth disease have occurred in shed 4, at the Sassoon's Villa premises at Pokfulam, the property of the Dairy Farm Company. The shed contains 11 cows, one bull and 22 calves. Most of these cows are giving no milk at the present time, and what little there is I have given instructions shall not be used for human consumption. In the interests of other cattle-owners it is perhaps advisable that two watchmen should be stationed at the shed in question to carry out the usual instructions, namely, of cowmen to have people themselves will naturally take every possible precaution to prevent the spread of the disease. I therefore now recommend that this shed be declared an infected area under the provisions of By-law 12 of Schedule 11 of Ordinance 17 of 1897.

The PRESIDENT said that this matter was so urgent that he took upon himself to sanction the appointment of the watchmen in order to nip this thing in the bud if possible. Now it was necessary that they should agree to declare the shed an infected area.

Dr. HARTIGAN:—Has any attempt been made to find out the origin of the infection?

Dr. CLARK suggested that Dr. Hartigan might move that Mr. Ladds be asked to make enquiries and report.

A motion to this effect was carried, on the motion of Dr. HARTIGAN, seconded by Dr. BELL.

On the motion of Dr. CLARK, seconded by Dr. BELL, it was decided to declare the shed in question an infected area.

THE HEALTH OF THE COLONY. The death rate for the colony for the week ended November 3rd was 27.7, against 31.1 for the previous week and 23.6 for the corresponding week last year. The rate for the preceding week was 25.8, against 24.1 for the corresponding week last year.

It was decided on the motion of Mr. OSBORNE, seconded by Dr. BELL, that a notification be sent to Shanghai to the effect that the colony is now free from plague.

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THE ADVANCE ON PEITANG. Here is an item from over the water:—The inflexibility of the law to always meet the emergency of railway operation is well illustrated by an occurrence reported from the vicinity of Indianapolis. A man who had a house to move obtained a permit to take it across railway track during the night. Instead of waiting for the appointed time, however, he started to move the building in the afternoon, and upon being notified, the railway company secured a restraining order from the court. The officer who went to serve the order found the building upon the track. Nevertheless, in order was served, and the man, engaged in moving the building, obeyed the court and left the house standing upon the track. The railway company was notified again, and this time secured from the court a mandamus ordering the building to be taken away, whereas the movers of the building became frightened and they also sought legal assistance. Being advised by their attorneys not to attempt the removal of the building until the restraining order had been dissolved, the building stood upon the track for an inconvenient period, traffic meantime being interfered with. It seems that a number of wreckers sent by the railway company to remove the obstruction were prevented from doing it violence by the owners of the building, with the aid of friends. Truly the machinery of the law and other kinds of machinery are sometimes run to cross purposes.

THE FUSILIERS AT THE SEAT OF WAR.

BY THE "BANK AND HILL."

(Continued.)

One lot is in it again. We've come out on top, Bill, and taken Tientsin at the point of the bayonet. Our Captain's a brick. There's no smash about him. He draws his sword, and waves it over his head, saying, "Come on! follow me, men; and at this charge we take the city." This is an extract from a letter written by a Welsh Fusilier to his brother in England, and it conveys, in a few words, a truthful summary of that eventful fourteenth of June, when the city of Tientsin, with all its historic associations, fell to the destructive forces of modern warfare. Of course, in an independent account of the part played by any one section of the Allied Forces along the route from Taku to Peking, there must necessarily appear the stamp of patriotic egotism and uncontrolled fervour, but the ordinary reader will pass over with an exclaiming glance any apparent tendency of the writer to regard the doings of the Fusiliers as the high above their fellows, or give them greater credit than that justly due to them. That they took a leading part in the capture of Tientsin admits of no doubt, and it can truly be said of them that right through the campaign they distinguished themselves by their dash, organisation and superior strategy. The valor of the rank and file avails but little if the man at the head is not staunch and strong. That Colonel Bertie and his officers proved their strength and military skill all those associated with them have abundantly testified, and once more the Fusiliers as a body have shown to the world that they are fully trained soldiers, quick in action, valorous in battle, and able to grasp and execute the emergencies of the conflict.

TWO BROTHERS SIDE BY SIDE IN DEATH. Starting therefore, from the point where we left the Fusiliers in the teeth of a blinding sandstorm, rising from their temporary resting place, along the embankment, and at the call of "the charge," sweeping everything in front of them over the bridge into the doomed city, we follow them to a quiet little spot which is to be their pay-off-home for a time while preparations are being made to advance to the relief of the Legations at Peking. Private Porter had been shot but a couple of minutes before the last charge was made into the city, and Private Martin and Jones were lying wounded in their hospital at Coffin Hall not far from the cemetery of the Victoria Road. The main body of the corps was bivouaced in a large godown which had been used as a fur-store, and which at that time contained several tons of furs, some of rare value. It was a spacious place, and did very well for the use to which it was put, more especially as there were several open spaces between Meadows Road on the right and Club Road on the left, which were capital recreation spots for the men. The stay of the Fusiliers in Tientsin was marked by two deaths—strange to say, two brothers named Porter—one within a few hours of the other. The first one met his death by a shell piercing the wall of the store. Some Chinese youths were throwing stones at the windows, and Porter looked out to tell the boys to cease their play. A shell burst right in front of him and blew his head off. Some mistake subsequently arose in entering upon the necessary documents the regimental number of the deceased, and his brother's number 4014 was inserted instead of 2644—a mistake unfortunately, very often made in time of war by the roughly-improvised clerical staff. The brother that evening wrote a long letter home to his mother informing her that a mistake had been made, and that he himself was alive and well. The letter was posted in the ordinary way, and on the following day Porter was picked out to form part of a reconnaissance party. He went out and was shot almost at the outset. Both brothers were buried in the same grave in the little cemetery at Tientsin, and a cross has been erected over the spot by a few of their comrades.

Before leaving Tientsin and proceeding on the road with the Fusiliers it may be well to notice the unbounded enthusiasm which met the arrival of the troops at the hands of the beleaguered populace. Men, women and children alike joined in the general thanksgiving. Colonel Bertie showed much consideration for his men, for as soon as it was possible he dismissed them, in order that they should be able to partake of the abundant supply of refreshments furnished them by the demonstrative crowds who gathered about them. Beer was handed round, and viands of every sort, and description, doled out with grateful hands.

THE ADVANCE ON PEITANG. It was Friday, August 3rd, before any practical step was taken towards the advance on Peking. Reconnoitring parties had brought in the news that the enemy were strongly posted at Peitang about five or six miles distant, and a council was held among those in command of the different allied troops. During the afternoon a detachment of the Allies left the city, but it was not till the next day that the main body of the force was sent out. The right wing comprised 5,000 strong, and was made up of the French, Russians, Austrians, Germans and Italians; the centre, about 5,000 strong, and the left wing (the Japanese), estimated at a little under 10,000. Throughout the whole of this afternoon rain fell heavily, and the Fusiliers were ordered by Col. Bertie to wear their greatcoats. A halt was made after a somewhat brisk march, and the men were given a little rest in the open. It was a dark night, and as it wore on the rain increased. There was no shelter except that which could be obtained by the side of the embankment, and the protection, if any, afforded by the long blades of corn clustered heavily together in the open fields. It was about half past one when

NEW ADVERTISEMENTS

WANTED.

CLERK—Apply, stating qualifications, age and salary required to—
Care of the Daily Press Office.
Hongkong, 23rd November, 1900. [2958]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
"DIAMANTE."
Captain A. Ramsay, will be despatched as above on WEDNESDAY, the 28th instant, at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & Co.,
General Managers
Hongkong, 22nd November, 1900. [2956]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship

"HITACHI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 20th instant will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 2nd proximo, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—

Leading Articles:—
The British Fleet in Eastern Waters.
Official Mystery in North China.
The Coming Winter and Chinese Affairs.
London and Chinese Immigration.
Population and the Weight of Power.
The Fueliers at the Seat of War.
Sanitary Board.
Hongkong General Chamber of Commerce.
Supreme Court.
Second Subscription Concert.
The Theatre.
The China Squadron Command.
Sham Fight at Kowloon.
Extension of the Italian Convent.
Manila as Rival to Hongkong.
Canton.
Peking.
Tientsin Notes.
Panjoni Mining Co., Limited.
Dairy Farm Co., Limited.
Cricket.
Football.
Hongkong Volunteer Corps.
Hongkong Rifle Association.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance; postage, \$2.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 23rd November, 1900.

GOVERNMENT NOTIFICATION.

No. 1187.

TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to Noon of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN OR COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403.)

Length 90 feet over all.
Breadth not less than 17 feet.
Maximum draft 7 feet.
The vessels to be of sufficient stability to carry passengers on a shoal deck about one half of their length.

To be driven by single or twin screw engines at a speed of 9 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, what ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.

If of wood to be built of Java teak or Panagu crooks for frames, &c. with teak planking and hard wood ceiling.

The boats to be sheathed to well above the water line with 13 oz. yellow metal.

Tender must state the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 500 knots—2nd with fittings for burning wood fuel—3rd with fittings which can be altered for burning liquid or wood fuel as found expedient.

The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 40 ton tongkang.

One short mast forward for light and signalling and a tank wood dingy to be supplied with each vessel.

First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.

Any further information can be obtained from the Master Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.

The Government does not undertake to accept the lowest or any tender.
Colonial Secretary's Office,
Singapore, 22nd October, 1900. [2814]

LOONG FI HORSE REPOSITORY.

SITUATED at No. 23, MATHEWSON STREET, Wong-nui-chong, near No. 1 Police Station, and three minutes' drive from Windsor Garden and Restaurant, CARTRIDGES for HIRE at Cheap Rates.
Hongkong, 22nd October, 1900. [2924]

CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative, for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINHARTMAN & CO.,
Hongkong, 31st August, 1897. [33]

ENTERTAINMENT.

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL give TWO PERFORMANCES of the COMEDY, Entitled,

"OUR FLAT,"

IN THREE ACTS.

TO-MORROW NIGHT (SATURDAY),

24th November, and

MONDAY, 26th November, 1900.

Commencing each Evening at 9 p.m. precisely.

Dress Circle, \$3; Stalls, 32; Pit, 81.

Half-price to pit for Soldiers, Sailors and Police in Uniform.

Tickets can be obtained at the Booking Office of the Theatre, City Hall, on and after

MONDAY, 18th November, at 10 a.m.

Booking Office will be open daily from that date from 10 a.m. to 4 p.m.

Late Trains will run 1 of an hour after the fall of the curtain.

H. C. NICOLLE,

Acting Manager.

Hongkong, 12th November, 1900. [2867]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

FOR VARIOUS ACCOUNTS,

TO-MORROW (SATURDAY),

the 24th November, 1900, commencing at 2.30 p.m., at his Sales Rooms, No. 2, Zetland Street,

A QUANTITY OF USEFUL

HOUSEHOLD FURNITURE

of every description.

Particulars can be seen from Catalogues.

Also

1 BILLARD TABLE with IVORY

BALLS and CUES.

On View at the Undersigned's

Terms of Sale—As Customary.

PAUL BREWITT,

Auctioneer.

Hongkong, 21st November, 1900. [2943]

PUBLIC AUCTION

CHINESE CURIOS AND GOBELINS.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (SATURDAY),

the 24th day of November, 1900, at 2.30 p.m., at his Sales Rooms, Duddell Street,

A FINE COLLECTION OF CHINESE

CURIOS.

Comprising—

PORCELAINS and BRONZES of the

Various Dynasties, some very FINE PEKING

ENAMELLED VASES and BOWLS.

A Large Assortment of GOBELINS

Terms—Cash on delivery.

On View from Friday, the 23rd November,

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 20th November, 1900. [2932]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

MONDAY,

the 26th November, 1900, at Noon, at Yau-mai

(Tai Kok Shui),

THE TWIN-SCREW STEAM-LAUNCH

"KING SING."

Length, 87 ft.

Beam, 16 ft. 6 in. Reg. Tonnage about 99

Depth, 7 ft. 1 in. Tons.

The Launch has been thoroughly overhauled

and repaired 2 years ago.

The Launch to be at purchaser's risk on fall

of the hammer.

A Steam-launch will leave Paddar's Wharf

at 11.30 a.m. on day of sale to convey intending

purchasers.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 17th November, 1900. [2912]

GOVERNMENT NOTIFICATION.

No. 608.

THE following Particulars and Conditions of SALE of CHOW LAND by PUBLIC AUCTION to be held at the Office of the Public Works Department, on MONDAY, the 26th day of NOVEMBER, 1900, at 3 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th November, 1900. [2933]

Particulars and Conditions of the Letting by

Public Auction Sale, to be held on

MONDAY, the 26th day of NOVEMBER,

1900, at 2 p.m., at the Office of the

Public Works Department, by Order of His

Excellency the Governor, of Four Lots of

Crown Land at Mong Kok Tai, Kowloon,

in the Colony of Hongkong, for a term of 70

Years, with the option of renewal at Crown

Rent to be fixed by the Surveyor of Her

Majesty the QUEEN for one further term of

75 Years.

PARTICULARS OF THE LOTS.

	Row. loot								
	Inland	Lot	Mong Kok						
		No.	Tau.						
1		1,102	47' 6"	47' 6"	205'	205'	12,557	144	15
2		1,103	"	47' 6"	205'	205'	12,557	174	15
3		1,104	"	47' 6"	205'	205'	14,487	166	15
4		1,105	"	47' 6"	190'	190'	9,025	104	7

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

THURSDAY,

the 29th November, 1900, at Noon, at his

Sales Room, Duddell Street,

THE BRITISH STEELMER

"GLEN VON."

2,386 TONS GROSS.

as she now lies Wrecked at Lung Tang Island,

about 20 miles from Hongkong, with all her

GEAR, BUNKER COALS and CARGO

(about 1,000 Bales of HEMP, &c.).

To be sold in One Lot.

The same to be at Purchaser's risk on fall of

the hammer.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 17th November, 1900. [2911]

PUBLIC COMPANIES.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING, to be held in the Company's Office, No. 9, Des Voeux Road, TO-MORROW (SATURDAY), the 24th November, 1900, at Noon.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 17th November, 1900. [2910]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet

PAID the Call of \$3 per Share on the

New Issue of Shares, due on 1st instant, are

hereby reminded that same should be paid

forthwith and Scrip sent in to the Company's

Office for endorsement, and notice is hereby

given that, in accordance with the provisions of

the Company's Articles of Association, interest

at the rate of 12 per cent. per Annum from

1st inst. till date of payment will be

charged on all such calls outstanding after this

date.

By Order,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th November, 1900. [2893]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account

of the year 1900, at the Rate of Fifty

Cents per Share (or Five per cent. on the

Capital of the Company) will be PAYABLE

at the Hongkong and Shanghai Bank, Hong-

kong, on and after the 28th instant, on

Warrants to be obtained from the undersigned.

Local Shareholders are requested to apply at

the Company's Office for their Warrants.

The DIVIDEND will also be Payable at the

Hongkong and Shanghai Bank, Shanghai, on

presentation of Warrants there, on and after

the same date.

THE REGISTER OF SHARES will be

CLOSED from WEDNESDAY, the 21st

instant until FRIDAY, the 30th instant, both

days inclusive, during which period no Trans-

fer of Shares can be registered.

By Order—
A. H. MANCELL,
Secretary.

Hongkong, 9th November, 1900. [2848]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL..... \$75,000.

Divided into 7,500 Shares of \$10 each, payable

\$5 on Application and the Balance to be

called up as may be required.

CONSULTING COMMITTEE.

LIAO TZE SAN, Esq. (Manager, CHINA

MERCHANTS STEAM NAVIGATION

Co., Ltd.).

CHAU SIUKI, Esq. (Manager, HONGKONG

AND KOWLOON LAND AND LOAN

Co., Ltd.).

MANAGER.

J. W. KEW, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI

BANKING CORPORATION.

SOLICITORS.

Messrs. WILKINSON & GRIST.

PROSPECTUS.

The object for which it is proposed to form

the above Company is the acquisition and ex-

tentation of the business now carried on by Mr.

J. W. Kew, of supplying with fresh water the

ships entering the harbour of Hongkong.

In consideration of the transfer by the ven-

dor to the Company of his steamboats, pumps,

hose, good-will, &c., he receives the sum of

\$85,000.00 of which he is willing to take

\$20,000 in fully paid up shares in the Com-

pany. Mr. Kew guarantees and guarantees

the payment of a dividend of at least 10 per

cent to the shareholders, for the first two years

of the existence of the Company.

Hongkong, 9th November, 1900. [2847]

TEBRAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII, Para-

graph 3 of the Articles of Association of the

Company, Interest at the rate of 810 per

cent per Annum is being Charged on all Un-

paid Calls.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 8th November, 1900. [2839]

NOTICE.

THE YANGTZE INSURANCE ASSO-

CIATION, LIMITED.

By a Resolution of the Board of Directors

at a Meeting held on the 13th day of

November, 1900, the following shares, numbered

6503/6512, were duly declared to be FOR-

FEITED.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 13th November, 1900. [2934]

N. R.

VICTORIA PRECEPTORY AND

PRIORY.

A REGULAR MEETING of the VIC-

TORIA PRECEPTORY will be held at the

PRECEPTORY HALL, on MONDAY, the

26th November, at 8.30 for 9 p.m. precisely.

Visiting Sir Knights are cordially invited to

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.
PAUL BREWITT, Auctioneer, Appraiser and Commissioner Agent.
HUGHES & HUGHES, Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.
V. I. REMEDIOS, Auctioneer, Appraiser and Agent, 8, Queen's Road Central.
BOARD AND LODGING
THIS SPACE IS RESERVED FOR THE WESTERN HOTEL.
BOOKBINDING
"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.
BOOKSELLERS AND STATIONERS
W. BREWITT & CO., Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).
BUILDERS
KANG ON, Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Cement. Mechanics engaged. Estimates given.
CHEMISTS DRUGGISTS, &c.
"THE PHARMACY," 10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.
"THE VICTORIA DISPENSARY," Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.
WATKINS, L.D. "APOTHECARY'S HALL," 66, Queen's Road Central. Cigars, Aerated Waters, Wines, Beers, Spirits, etc.
CURIO DEALER
KWONG HING, China Porcelain, Crookery Ware, 55a, Queen's Road Central.
DENTISTS
WONG HONG, Surgeon Dentist, 50, Queen's Road Central.
WONG TAI PONG, Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.
DRAPERS
EBRAHIM ELIAS & CO., Milliners, Silk Mercers, Haberdashers, Low Prices, 37, 39, Wellington Street.
SEE WOO, Tailor, Draper and Outfitter, 67 and 69, Queen's Road.
FLOUR
SPERRY FLOUR COMPANY, Proprietors of the following Celebrated Brands of Flour: "Sperry's No. 1," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c. WILLIAM WHITLEY, Manager.
FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859. Depot for Restaurant, Kodak Films and Accessories, 17a, Queen's Road Central.
TH KWONG LOONG, Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.
GROCCERS
"THE MUTUAL STORES," Sub-agents, LIPPOX, L.D., 8 and 10 D'Almeida Street, Provision and General Merchants.
JEWELLERS
KANG LEE & CO., Jewellers, Gold and Silversmiths, Watch-makers, Japanese Curios and Blackwood Furniture, Opposite Post Office, 36, Queen's Road Central.
MAISON LEVY HERMANOS, Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.
WAH LOONG, Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory, Lacquerware, Fans, Curios, Bristles, Human Hair, Feather, 38, Queen's Road Central.
THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING COMPANY, Head office, 62A, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.
MERCANTILE AGENT
WOODS & CO., D'Almeida Street, Agents for American and European Export Houses.
PHOTOGRAPHERS
A. FONG, The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.
E. HING, Engraving, Developing, Printing, Meliorate Rates, 26a, Queen's Road East.
WEE CHEUNG, Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.
MUMEYA, JAPANESE ARTIST, Bromide and Chromo Enlargements, Work done for Amateurs, 3a, Queen's Road, Cl.
YEE CHUN, Marine and Portrait Painter, 50, Queen's Road, Upper.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHER
H. YERK, Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl., also Vancchal. Amateurs' Requisites a Specialty.
PRINTING
"DAILY PRESS" OFFICE.
Proofs read by Englishmen.
SILK GOODS DEALERS
TEJUMUL POHUSING, Dealer in Chinese, Indian, and Japanese Goods, Silks, Woolen and Cashmere Shawls and other Sundry Goods; 4, D'Almeida Street, First Floor.
WASSIAMULL ASSOMULL, Wholesale and Retail Importers and Exporters, India, Chinese and Japanese Silks, Cashmere Shawls and Ceylon Lace; 46, Queen's Road, Cl.
SILK LACE MANUFACTURERS
FR. BLUNCK, Exporter of Real Hand-made Turehan Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linen Lace Curtains made to order; 17, Queen's Road, Central.
STOREKEEPERS
R. BLACKHEAD & CO., Navy Contractors, Shipchandlers, Sail-makers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.
BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c., Fresh Water supplied to Vessels in the Harbour.
KWONG SANG & CO., Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.
MORE & SEIMUND, Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.
TAILORS
R. HAUGHTON & CO., Naval, Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.
HUNG YUEN, Outfitters, Shirt Makers, Hatters, Hosiery, Drapers, 85, Queen's Road, Central.
YEE SANG FAT & CO., Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs, Opposite Post Office, Queen's Road Central.
TOBACCONISTS
D. S. DADY BURJOR, "Los FILIPINOS," Importers of the Best Manila Cigars; 25, Fanning Street.
KRUSE & CO., Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents, Connaught House, Queen's Road.
WINE & SPIRIT MERCHANTS
H. PRICE & CO., 12, Queen's Road and Calle Anlogue, Manila.
HOTELS
WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley and commands a magnificent view of the surrounding Hills and Race Course. Unequalled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c. [2323]

"BOA VISTA" HOTEL,
MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management. MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the magnificent Saloon Steamer "HONGKONG" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton. Tourists should not miss the chance of visiting this famous old City. For Terms, apply. [2549]

RAFFLES HOTEL,
SINGAPORE.

SITUATION UNSURPASSED. THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY. Every Home Comfort. Electric Bells throughout the Hotel. Electric Lights. Electric Fans. Terms Moderate.

SARKIES BROTHERS, Proprietors. Hongkong, 16th August, 1900. [221]

PORTLAND CEMENT
J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO., Hongkong, 16th September, 1899. [2724]

SCIENTIFIC MISCELLANY.

AN ENEMY TO BE CONQUERED—COLOURS FOR BOTTLES—ELECTRIFICATION IN GREAT COOL—A REVOLUTIONARY EXPERIMENT—LITHOGRAPHIC PLATES FOR CYLINDERS—HEATING AND LIGHTING—JAPAN'S WEA. THIS SERVICE—FIREMEN'S TELEPHONES.

One of the problems now awaiting solution, Zeno's Monroe points out, is the suppression of a plague that has wrought greater destruction than all the wars of history. More than 40,000,000 square miles out of the 53,000,000 square miles of the habitable globe are devastated by locusts at more or less frequent intervals and in one visitation alone 800,000 people were known to have died of starvation, while in a single visitation in the United States the money loss was placed at \$50,000,000. The work of these destroyers is constantly going on somewhere. During the last ten years they have done great damage in the southern republics of South America, in North and South Africa, etc., countries widely separated. The creatures are little known in their permanent or true homes. The only success thus far in combating this plague has come from taking advantage of the fact that the younger and weaker locusts cannot adhere to smooth surfaces, like glass, their claws being too short and weak.

A study of coloured glass bottles to determine their efficiency in protecting medicines, etc., from the chemical action of light has been made by H. J. Müller of Copenhagen. Black, red, orange, and dark yellowish brown glass gave the best protection; light brownish-yellow, dark green, and dark brownish-green glass, quite good; and bluish-green, violet, milky, bluish, and colourless glass, very little.

It has been noticed that a body suspended above liquid air receives strong negative electrification. Ebert and Hoffmann find that this charge is not due to the liquid air itself, but to the friction of minute particles of very cold ice suspended in it. This may account for the electric effects of polar snowstorms.

Vegetarians are rare among fish, says an English naturalist, the tench, and gray mullet being perhaps the only British species with such tastes. The carp is mistakenly so called, a favourite food being frogs.

For a considerable time the conviction has been growing that electrical development is destined to check the flow of population to cities. Of extraordinary interest in this connection is the experiment at Hoelhegelsgerent, a small village near Munich, where the water-power of the River Isar is being used to generate electric current for agricultural and other small industries over an extensive area. A total of 25 farms and 90 premises of various kinds, in 21 villages and rural districts, are now supplied with light and power. Four turbines yield 2,000 horsepower, while steam engines keep in reserve an additional 1,000 horsepower; and this energy is used for 151 motors, with 13,500 incandescent lamps and 329 arc lamps. The plant is to have an early extension of 4,000 horsepower. The most significant feature of the enterprise is the drawing of factories from Munich, where certain firms have closed their works to open new shops in the country.

Guesses at the earth's age are largely based on the observed work of water in erosion, solution, etc. The carbonate of lime in the world has all been formed by the action of water on silicates, and that of the ocean is supplied by rivers and the waste of sea-cliffs. Prof. Eng. Dubois finds reason for believing that not more than one-thirtieth part of the carbonate of lime discharged by rivers into the ocean is newly formed from silicates. From the yearly addition to the sea by rivers, he calculates that the formation of the whole estimated minimum amount of carbonate of lime on the earth would require about 45,000,000 years, and that a much longer time has been necessary for the actual amount. He is led to infer from his investigation that the formation of a solid crust and the beginning of life may date back more than a thousand million years.

To produce flexible lithographic plates, Theo. dor Koehler coats thin sheets of wood, celluloid, pasteboard or other material with a paste-like mixture of aluminum silicate (kaolin), zinc white and water glass. On drying, this furnishes a surface suitable for receiving lithographic designs.

Last year's production of saccharin in Germany is given as equivalent to 50,000 metric tons of sugar. The sugar-producers demand that it be sold only as a drug, and its use in food-stuffs is prohibited in France, Belgium and Greece.

The vitiation of the air of rooms by gas and oil stoves and lights is a matter to be considered when arranging for winter's comfort. It is assumed that air becomes injurious to health when it contains more than 13 parts of carbonic acid gas in 10,000, and Mr. Francis Jones, an English school-teacher, has been experimenting to determine what methods of lighting and

YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bronchitis, and Chest-Colds is to apply Little's Oriental Balm. Rubbed well into the chest and back, it penetrates immediately to the inflamed parts. The tickling in the throat ceases; the spasm weakens; the cough disappears. If coughs occur when nothing else will. Could anybody afford to be without it in the house all the time? Mr. N. Love, of James Street, Blackburn, says: "I was worn out almost to the grave with a coughing cough that all the remedies and the doctors failed to relieve. It was cured with one bottle of Little's Oriental Balm. It shall be my doctor through life." Sold at 1s. per bottle. Agents for Hongkong:—THE VICTORIA DISPENSARY, [2552-2]

heating may be used in an ordinary inhabited room without risk, the average of his test having been made after 10 p.m., when the air was at its worst. He finds that he can recommend only a coal fire and electric light, this combination having never raised the proportion of carbonic acid in the atmosphere so high as 13 parts in 10,000. With coal fire and gas for lighting, the proportion reached 27 in the evening; with gas fire and electric light, it rose to 14 or 15; with gas fire and gas cooking-stoves—even when fitted with a fine to the chimney, the vitiation reached 40 parts and more. No trials of oil lamps seem to have been made.

Meteorology appears to be in an advanced condition in Japan. The Government weather bureau has about 1,000 stations, and 82 per cent. of its weather forecasts and 70 per cent. of its storm warnings prove successful. Besides the usual observations, records are made of electrical, earthquake and other exceptional phenomena. All vessels of more than 100 tons are required to make regular observations six times daily.

The Berlin fire brigade has a very complete system of communication. From each of the fifteen stations underground wires radiate in all directions, each wire being connected with a great number of alarm-bells. Besides the automatic alarm and a telegraph key, each post is provided with a plug and socket for a telephone. The brigade is provided with about 80 special portable telephones, and when one of these is placed on a post near the fire, messages may be sent without interfering with the usual alarm signals.

Perhaps the largest puff-ball on record was lately measured near Wellington, Somerset, England. Its horizontal circumference was 57 inches; greatest width, 18 inches; height, 14 inches; and weight, 14 lbs. 10 oz.

WHEN YOU SEE THE YELLOW.

Prevention, says the proverb, is better than cure. So it is, and vastly easier. That is when you know how to prevent. The town of London would not have been so much by the plague if the people had known how to prevent it. But they did not, and so they were swept away like grass before the scythe.

And, besides, we must know what unusual events and appearances mean—what they are the signs of. Otherwise we are as helpless as babies in a burning house. Take a simple example.

In the early part of 1890 a woman, whose name I will give presently, noticed that her skin and the whites of her eyes were turning yellow. She understood, of course, that this signified ill-health; but the exact cause of it she probably did not understand. Few of us do.

Along with this ugly colour—hand in hand with it, did so to speak—came a low feeling and great anxiety and mental depression.

In a letter dated a few weeks ago, written at her home, Grickstone Cottage, near Chipping Sodbury, Gloucestershire, Mrs. Arkwell says: "What my complaint was I could not have told you. I had no appetite and felt a good deal of pain after the slender meals I took. In a short time I got to be so swollen around the waist that my clothes were too tight for me."

The latter symptom was dropsy, caused by the imperfect action of the kidneys, caused in its turn by the original complaint of the stomach and liver. But this fact also was a sealed book to the suffering woman—as it is to ninety-nine per cent. of the people.

"My breathing was short and hurried," continues Mrs. Arkwell, "and I had pain at the heart and the left side. Every morning I began the day tired and miserable from want of rest and sleep. At last I was so weak that I had to use sticks to get about."

"For seven months I was confined to my bed, and thought I should never be well again. I was no better for doctors or medicines. After three years of this my husband heard people praising Mother Seigel's Syrup somewhere, and also read about it in the papers. It was so convinced it would help me he wanted to try it. To please him I did try it, and in a short time I had much less pain, and food began to agree with me."

"I kept on taking the Syrup, gradually improving, until I was well and strong as ever. All the people in the district know of my case, and you are welcome to tell everybody else."

But those signs! the yellow skin and eyes, etc. They indicate stomach and liver failure. The day you see them—that day take Mother Seigel's Syrup.

SPECIAL NOTICE.

NOW READY.

TYPHOON
PAMPHLET.

OWING to the last edition of the HONGKONG WEEKLY PRESS,

containing a full and accurate account of the damage done by the recent disastrous Typhoon, having been exhausted, we have reprinted

PAMPHLET FORM

in order not to disappoint those whose orders we were unable to fulfil.

The price of the Pamphlet is

10 Cents per Copy Cash, or 12 for 3s.

The Pamphlet is now on sale and Orders should be at once sent in.

Hongkong, 19th November, 1900. [2381]

DAVID CORSAE & SONS, MERCHANT NAVY BOILER LONG FLAK RELIANCE CROWN TANKS, ARNOLD, KARBURG & CO. Sole Agents.

TO LET.

From the 1st December Next.
"INGLEWOOD,"
A FIVE ROOMED HOUSE, with TENNIS COURT.

"STONY BROOK COTTAGE,"
A FOUR ROOMED HOUSE with GARDEN.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 31st October, 1900. [2545]

TO LET.

NOS. 1 and 4, WILD DELL, WANTS ROAD.
Apply to—
SANG KEE.
No. 298, Praya Central.
Hongkong, 22nd November, 1900. [2949]

TO LET.

SECOND FLOORS—Nos. 62 and 64, QUEEN'S ROAD CENTRAL.
Apply to—
JON CHAI CO.,
2nd Floor, 58, Gage Street.
Hongkong, 22nd November, 1900. [2350]

TO LET.

FROM the 1st October—FOUR ROOMS and COMPRADE OFFICES on the 1st Floor No. 16, DES VOUX ROAD.
Apply to—
SEE WO,
No. 69, Queen's Road Central.
Hongkong, 19th September, 1900. [2454]

FURNISHED HOUSE TO LET.
"THE EYRE," a large BUNGALOW, standing in extensive and lovely grounds, near the summit of the PEAK.
For Terms and Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 6th November, 1900. [2322]

TO LET.

WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.,
Hongkong, 10th July, 1900. [1945]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDING, "WAGENINGEN" MOUNT KELLET, PEAK.
13, PRAYA CENTRAL, now known as 20, DES VOUX ROAD CENTRAL. ROOMS on 2ND FLOOR.
TOP FLOOR of the GODOWN No. 2A, BLUE BUILDINGS.
A HOUSE in RYON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [61]

TO LET.

FROM the 15th DECEMBER, 1900.
LUGNLSLAND EAST, PEAK ROAD, an EIGHT-ROOMED HOUSE.
Apply to—
ARNOLD, KARBURG & CO.
Hongkong, 17th November, 1900. [2901]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHUR, 2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY, "VERITAS,"
BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND.
Hongkong, 28th August, 1900. [2293]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 204 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 571 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGU).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1619]

TO SHIPMASTERS:
ENQUIRE where you FRESH WATER is obtained by the Water Boats, as Foul Water is the cause of much Sickness on board.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W. J. V. KEW & CO., STEAM WATER BOAT COMPANY, Hongkong, 9th October, 1895. [716]

NOTICES TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"YANGTZE," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong, and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained after the average Bond, which is lying in the office of the undersigned, has been signed and payment of a deposit of 4 per cent. on value of their goods. Goods not cleared by the 26th instant, at Noon, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & CO., Agents.
Hongkong, 19th November, 1900. [2390]

STEAMSHIP "ERNEST SIMONS," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE. CONSIGNEES of Cargo from London ex s.s. *Sindh* and Bordeaux ex s.s. *Ville de Rosario* and *Frederic Inel*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th instant, or they will not be recognized. All damaged packages will be examined on MONDAY, the 26th instant, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.
Hongkong, 20th November, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from aboard.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.
Hongkong, 21st November, 1900. [10]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "GISELA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Trieste, ex s.s. *Halleburg*, transhipped at Bombay.

From Venice, ex s.s. *Muzumtiano*, transhipped at Trieste.

Option cargo will be discharged here unless notice to the contrary be given immediately. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 26th November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th November will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 21st November, 1900. [6]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE AFAR" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 26th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID BASSEON, SONS & CO., Agents.
Hongkong, 21st November, 1900. [2951]

怡生號 YEE SANG & CO.

COAL MERCHANTS. Large Stocks EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VOUX ROAD. [22]

YAU LOONG, DEALER IN JEWELLERY, SILKS, IVORIES AND JAPANESE GOODS; ALSO EXPORTERS OF CHINESE GOODS OF ALL KINDS, &c. &c.

No. 30, QUEEN'S ROAD CENTRAL. Hongkong, 6th November, 1900. [2327]

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, E.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	ASAK	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON	CANTON	Jap. str.	—	C.F. Lockstone, E.N.E.	P. & O. S. N. Co.	On or about 29th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON VIA SUEZ CANAL	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	PIERHUS	Brit. str.	—	Thilston	BUTTERFIELD & SWIRE	On 1st Dec.
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	—	P. G. G. G.	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POKE, &c.	AWA MARU	Jap. str.	—	N. Tsumi	MESSAGERIES MARITIMES	On 3rd Dec., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL	ANNA	Ger. str.	—	Foylonot	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	GLENARTNEY	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK	HILLOLEN	Brit. str.	—	E. G. Warner	McGREGOR BROS. & CO.	On or about 27th inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	Hansen	SHAW, TOMES & CO.	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hansen	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK	R. MORROW	Brit. ship	—	H. Pybus, E.N.E.	ARNHOLD, KARBURG & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 18th Dec.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 25th inst.
VICTORIA, B.C. &c. VIA SHANGHAI, &c.	KONJEN MARU	Jap. str.	—	N. Tsumi	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
PORTLAND, OREGON VIA JAPAN	AMERICA MARU	Jap. str.	—	T. M. Stevens	TOTO KISEN KAISHA	On or about 30th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	Pacific Mail S. S. Co.	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA AMOY, &c.	GALICIA	Brit. str.	—	E. W. Haswell	U. & O. S. S. Co.	On 11th Dec., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CAELISLE CITY	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	St. John George	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	G. K. Wright	GIBB, LIVINGSTON & CO.	On 14th Dec., at Daylight.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNICHEN	Ger. str.	—	G. Anderson	MELCHERS & CO.	Quick despatch.
YOKOHAMA, VIA NAGASAKI & KOBE	JAPAN	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. CO.	On or about 30th inst.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	To-day, at Noon.
NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	Bendison	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
VLADIVOSTOCK	GERMANIA	Ger. str.	—	Nelson	ASIA PACIFIC TRADING CO.	On or about 25th inst.
WEIHAIWEI	TATIAN	Amr. str.	—	A. L. Valentin	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	HANGCHOW	Brit. str.	—	Pearce	BUTTERFIELD & SWIRE	On 25th inst.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 25th inst., at Daylight.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 28th inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 5th Dec.
MANILA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MANILA, ILOILO & CEBU	KAIFONG	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	To-day.
MANILA	YUENSANG	Brit. str.	—	Rolle	JARDINE, MATHESON & CO.	On 28th inst., at 4 P.M.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	SHAW, TOMES & CO.	On 28th inst., at 5 P.M.
MANILA	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Buller	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE & BOMBAY	MARIA TERESA	Aus. str.	—	T. Bassevich	SANDER, WIELE & CO.	On 6th Dec., P.M.

SHIPPING.

ARRIVALS.
 Nov. 22, FUSHI, British str., 1,500, Lunt Canton 21st Nov. General.—CHINESE.
 Nov. 22, HITACHI MARU, Japanese str., 6,172, G. Anderson, London 23rd Oct. General.—NIPPON YUSEN KAISHA.
 Nov. 22, ACHILLES, British str., 4,484, R. J. Brown, Singapore 16th Nov. General.—BUTTERFIELD & SWIRE.
 Nov. 22, TELEMACUS, British steamer, 1,379, Sawyers, Moji 15th Nov. Coal.—BUTTERFIELD & SWIRE.
 Nov. 22, FORNOSA, British str., 674, Hodgins, Tamsui 19th Nov. Amoy 20th and Swatow 21st, General.—DOUGLAS LARSEN & CO.
 Nov. 22, DEUTERON, German steamer, 1,001, E. Petersen, Busok 14th Nov. Rice.—SIEMSEN & CO.
 Nov. 22, MACHEW, German str., 990, F. E. Farrell, Bangkok 13th Nov. General.—BUTTERFIELD & SWIRE.
 Nov. 22, MAIDZURU MARU, Japanese str., 667, Ogata, Tamsui, Amoy and Swatow 21st Nov. General.—M. B. KAISHA.
 Nov. 22, SIAM, British str., 992, E. F. Stovell, Swatow 21st Nov. General.—BRADLEY & CO.
 Nov. 22, SIERRA CORDOBA, British ship, 1,335, Fraser, put back.—ORDER.
 Nov. 22, EROKO, German str., 632, Grandt, Canton 22nd Nov. General.—SIEMSEN & CO.
 Nov. 22, WOOSUNG, British str., 1,030, Dowson, Canton 22nd Nov. General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
 22ND NOVEMBER.
 Woonung, British str., for Shanghai.
 Turungian Maru, Jap. str., for Kutchinotzu.
 Pentalia, British str., for Singapore.
 Menclava, British str., for Port Pirie.
 Sierra Miranda, British ship, for Royal Road.
 Michael Jebra, German str., for Haiphong.
 Babelberg, German str., for Cheribon.
 Mary L. Cushing, Amr. ship, for Tacoma.
 Hitachi Maru, Japanese str., for Kobe.

DEPARTURES.

Nov. 21, HINANG, British str., for Singapore.
 Nov. 22, GLENVALLOCH, British str., for Amoy.
 Nov. 22, LYEMOON, German str., for Canton.
 Nov. 22, FOREST DALE, British str., for Moji.
 Nov. 22, STROMBUS, British str., for Singapore.
 Nov. 22, CALCHAS, British str., for Shanghai.
 Nov. 22, SAINT BEDE, British str., for Mororan.
 Nov. 22, NANYANG, German str., for Singapore.

VESSELS IN DOCK.

ABERDEEN DOCK—Bay, Sowell.
 KOWLOON DOCK—Tartar, Yuenang, Zafiro, H.M.S. Fame, Hue, H.M.S. Protector, America Maru, Clam.
 COSMOPOLITAN DOCK—Mongkut, Caesar, Breconshire.

SHIPPING REPORTS.

The British steamer Achilles, from Singapore 16th inst., had strong monsoon and heavy head sea to Foreland; thence moderate monsoon and fine weather.
 The British steamer Telemacus, from Moji 15th inst., had strong N.W. winds with heavy sea as far as Turnabout; and from thence to port light variable winds with rain.
 The British steamer Fornosa, from Tamsui 19th inst., Amoy 20th and Swatow 21st, had moderate N.E. wind and fine weather to Amoy. From Amoy to Swatow light N.E. wind and fine weather. From Swatow to port moderate N.E. wind and cloudy weather. Vessels in Amoy—H.M.S. Iota, Japanese cruiser Miyako, French cruiser Chasteloup Laubert, str. Light and Hauss. In Swatow—Taito, Whampoa, Achoua, Kaveira, Takeang, Chefoo and German cruiser Bussard.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship
 "KASUGA MARU."
 (8,820 tons gross, Captain E. W. Haswell, will be despatched for the above port TO-DAY, the 23rd inst., at 4 P.M.
 This new Mail steamer especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.
 Return tickets issued by this Company are available for return by steamers of the other Lines.
 For Freight or Passage, apply to
 A. S. MIHARA,
 Manager.
 Hongkong, 15th November, 1900. [2892]

VESSELS THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG."

Captain Pennafather, will be despatched as above TO-DAY, the 23rd inst.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 20th November, 1900. [2877]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above TO-MORROW, the 24th inst., at Noon.

For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 17th November, 1900. [2898]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, E.N.E., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Ships and Vessels, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 12th November, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 25th inst., at DAYLIGHT.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 18th November, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HANGCHOW."

Captain Pearce, will be despatched as above on SUNDAY, the 25th inst.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 21st November, 1900. [2947]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX."

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th October, 1900. [2888]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	{ HAVRE & HAMBURG	{ About 6th } Freight.
Capt. A. Wagner	{ London with transhipment in Hamburg }	{ December }
ARAGONIA	{ HAVRE & HAMBURG	{ About 20th } Freight.
Capt. Forst	{ London with transhipment in Hamburg }	{ December }
WITTENBERG	{ HAVRE & HAMBURG	{ About 30th } Freight.
Capt. Hempel	{ London with transhipment in Hamburg }	{ December }
SAMBIA	{ HAVRE & HAMBURG	{ About 8th } Freight.
Capt. Schmidt	{ London with transhipment in Hamburg }	{ January }

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.

AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	{ KOBE and YOKOHAMA	{ FRIDAY, 23rd Nov., at Noon.
G. Anderson		
KASUGA MARU	{ SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ FRIDAY, 23rd Nov., at 4 P.M.
E. W. Haswell		
SHINANO MARU	{ NAGASAKI, KOBE and YOKOHAMA	{ MONDAY, 26th Nov., at Noon.
G. E. P. Cook		
RIOFUN MARU	{ VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	{ MONDAY, 26th Nov., at 4 P.M.
J. W. Ekstrand		
AWA MARU	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	{ FRIDAY, 30th Nov., at DAYLIGHT.
N. Tsumi		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA,
 Manager.
 Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, E.N.E., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Ships and Vessels, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 12th November, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX."

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th October, 1900. [2888]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA, and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

STUTTGART

KONIG ALBERT

PRINZ HEINRICH

PRINZESS IRENE

FREUSSEN

HAMBURG (Hamburg-Amerika Linie)

SACHSEN

KLAUTSCHOW (Hamburg-Amerika Linie)

BAYERN

STUTTGART

KONIG ALBERT

PRINZ HEINRICH

PRINZESS IRENE

ON WEDNESDAY, the 28th day of November, 1900, at Noon, the Steamship "STUTTGART," of the Norddeutscher Lloyd, Captain F. G. G. G., will leave this port for SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Shipping Orders will be issued all Noon on Monday, the 28th November, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 27th November, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 27th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.

AGENTS.

Hongkong, 15th November, 1900. [8]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER.

Tons.

VESSELS ON THE BERTH

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship
"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"YUENSANG,"
Captain Rolfe, will be despatched as above on MONDAY, the 26th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, KATHSON & CO.,
General Managers.
Hongkong, 19th November, 1900. [1229]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"HILLGLEN" will be despatched for the above port on or about TUESDAY, the 27th inst., and will be followed by the Steamship
"HUDSON" about the end of December.
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 19th November, 1900. [2410]

FOR VLADIVOSTOCK.
THE Steamship
"GERMINIA,"
Captain Benoit, will be despatched as above on or about the 29th inst.
For Freight, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents.
Hongkong, 22nd November, 1900. [2852]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT.
Taking Cargo at London Rates.
THE Company's Steamship
"PYRRHUS,"
Captain Tiltson, will be despatched as above on SATURDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th November, 1900. [2776]

VESSELS ON THE BERTH

THE OSAKA SHOSSEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWANTOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Arai, will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th November, 1900. [1449]

LOADING ON THE BERTH.
FOR PORTLAND, OREGON VIA JAPAN.
Booking Cargo for OVERLAND PORTS.
THE First Class Twin Screw Steamship
"MILOS" will be despatched on or about 30th inst.
For Freight, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 22nd November, 1900. [2831]

NORDDEUTSCHER LLOYD.
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, TINSORHAFEN, HEBBERTS-HOF, TOWNVILLE, ROCKHAMPTON, BRISBANE, and SYDNEY.
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GIBSON, NAPIER, WANGANUI, DUNEDIN, and HOBART.
THE Company's Steamship
"MUNCHEN,"
Captain Kretz, will be ready to load for the above ports on or about 1st December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 18th November, 1900. [2906]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]

SHEWAN TOMES & CO.'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 8th November, 1900. [285]

FOR NEW YORK.
THE 3/4 L. II British Bark
"R. MORROW,"
Shortly expected from MANILA, will load here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 13th November, 1900. [2833]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 2nd December, 1900, at 4 P.M. the Company's Steamship "ANNAM," Captain Poydenot, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the a.s. Australian, which vessel takes on her Passengers and Mails, leaving that port on the 15th December direct to Suva, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 2nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.
FOR WEI-HAI-WEI.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on TUESDAY, the 4th December, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

THE OSAKA SHOSSEN KAISHA, LIMITED.
FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2824]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
CORPIS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 14th November, 1900. [4]

GLEN LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship
"GLENARTNEY,"
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 13th December.
For Freight or Passage, apply to
MUGGERIDGE BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, AND PASSENGERS TO JAPAN PORTS AND THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons.
S.S. "KVARENA" On 13th Dec. 2,463 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and YOKOHAMA, and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2933]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2954]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"ATRIE,"
Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2949]

OCEAN STEAMSHIP COMPANY.
FOR LONDON (VIA SUEZ CANAL).
THE Company's Steamship
"ACHILLES,"
Captain Brown, will be despatched as above on TUESDAY, the 25th December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1900. [2902]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"VERONA,"
Captain Hansen, will be despatched for the above port on or about 28th December.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1900. [2853]

HONGKONG STEAMERS.

Achilles, British str., 4,481, Brown, Nov. 22.
Butterfield & Swire
Akashi Maru, Jap. str., 974, Suzuki, Nov. 18.
M. B. Kaisha
America Maru, Jap. str., 3,446, Going, Nov. 15.
Toyo Kisen Kaisha
Babolsberg, German str., 1,398, Raackham, Nov. 11.
East Asiatic Trading Co.
Catherine Apeur, British str., 1,730, Olifant, Nov. 21.
David Sassoon, Sons & Co.
China, German steamer, 1,113, Voss, Nov. 17.
Siemssen & Co.
Chowda, Ger. str., 1,155, Williamson, Nov. 18.
Malchers & Co.
Clara, British steamer, 2,311, Evans, Nov. 6.
Arnhold, Karberg & Co.
Clara, German steamer, 675, Hansen, Nov. 16.
Jensen & Co.
Deuteros, German str., 1,001, Petersen, Nov. 22.
Siemssen & Co.
Detawangs, German str., 1,056, Textor, Nov. 18.
Butterfield & Swire
Eva, German steamer, 5,898, Petersen, Nov. 20.
Arnhold, Karberg & Co.
Formosa, British str., 674, Hodgins, Nov. 22.
Douglas, Ger. str., 1,500, Lané, Nov. 16.
Chinese
Fushan, Austrian str., 2,648, Mosca, Nov. 21.
Sander, Wieler & Co.
Hitachi Maru, Jap. str., 6,172, Anderson, Nov. 22.
Nippon Yusen Kaisha
Heungkong, French str., 862, Pannier, Nov. 21.
A. R. Marty
Heinfang, British str., 1,385, Sleeman, Nov. 19.
Chinese
Hue, French steamer, 704, Godina, Nov. 14.
Kaigong, British str., 1,024, Pannofather, Nov. 17.
Butterfield & Swire
Kasuga Maru, Jap. str., 3,819, Haswell, Nov. 20.
Nippon Yusen Kaisha
Katsuno Maru, Jap. str., 1,432, Inoue, Nov. 18.
Japanese
Kumsang, British str., 2,078, Baller, Nov. 14.
Jardine, Matheson & Co.
Machow, German str., 1,038, Farrell, Nov. 22.
Butterfield & Swire
Maiduru Maru, Jap. str., 667, Ogata, Nov. 22.
M. B. Kaisha
Matsang, British steamer, 1,443, Cox, Nov. 20.
Jardine, Matheson & Co.
Menciana, British str., 3,008, Towell, Oct. 30.
Michael & Swire
Michael Jensen, Ger. str., 710, Jensen, Nov. 20.
Jensen & Co.
Milos, German str., 1,500, Hermann, Nov. 20.
East Asiatic Trading Co.
Mongkut, German str., 859, Muller, Nov. 7.
Butterfield & Swire
Pronto, German steamer, 632, Grandt, Nov. 19.
Siemssen & Co.
Riojun Maru, Jap. str., 2,372, Ekstrand, Nov. 19.
Nippon Yusen Kaisha
Sabine Kinkners, British str., 690, Nasbet, Nov. 9.
Arnhold, Karberg & Co.
Sandakan, German str., 1,374, Muller, Nov. 10.
Malchers & Co.
Siam, British steamer, 992, Stovell, Nov. 22.
Bradley & Co.
Sishan, British steamer, 845, Holton, Nov. 21.
Bradley & Co.
Tacona, British str., 1,689, Dixon, Nov. 20.
Doddwell & Co., Limited
Tantulus, British str., 2,281, Gregory, Nov. 17.
Butterfield & Swire
Tartar, British steamer, 2,768, Bowles, Oct. 28.
C. P. R. Co.
Talemachus, British str., 1,378, Sawyers, Nov. 22.
Butterfield & Swire
Thuraganga Maru, Jap. str., 2,560, Narasaki, Nov. 18.
M. B. Kaisha
Woosong, British str., 1,030, Dowson, Nov. 14.
Butterfield & Swire
Yuenyang, British str., 1,128, Rolfe, Nov. 10.
Jardine, Matheson & Co.
SAILING VESSELS.
Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Orler.
Bittorn, British str., 399, Askin, Aug. 28.
Siemssen & Co.
Dumblane, Italian bark, 721, Trapani, Oct. 20.
Order.
Dundee, British ship, 1,398, Homping, Oct. 14.
Standard Oil Co.
Mary L. Cushing, Amr. ship, 1,575, Pendleton, Oct. 7.
Standard Oil Co.
Puckard, American bark, 2,000, Allen, Oct. 6.
Order.
Sierra Cordora, British ship, 4,335, Fraser, Nov. 22.
Order.
Sierra Miranda, British ship, 1,740, McMaster, Oct. 30.
Order.
State of Maine, Amr. ship, 1,446, Coloured, Oct. 5.
Standard Oil Co.
Vale of Doon, British bark, 669, Petersen, Oct. 30.
Sander, Wieler & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Hongkong.
Arctura, cruiser, 3,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Shanghai.
Argenta, battleship, 11,900 tons, 16 guns, Capt. G. H. Cherry, R.N., at Hongkong.
Astraea, cruiser, 4,380 tons, 10 guns, 9,000 h.p., Capt. Alfred W. Paget, at Hongkong.
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Shanghai.
Barfleur, cruiser, 3,500 tons, 14 guns, 13,000 h.p., Capt. G. A. Warrender, at Taku.
Bosworth, cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. J. C. Sawle, at Nankiang.
Brisk, cruiser, 6 guns, 5,800 h.p., Comdr. Sir E. B. S. Wrey, Bart., at Singapore.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Philip Walter, at Canton.
Centurion, flagship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. R. Jellicoe, at Woosong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. W. Ingham, at Hankow.
Dido, cruiser, 2nd class, 5,000 tons, 11 guns, 9,000 h.p., Capt. E. E. Willard, at Shanghai.
Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Comdr. C. A. Callaghan, at Taku.
Esak, gunboat, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Hankow.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Hongkong.
Firebrand, gunboat, 455 tons, 4 guns, 860 h.p., in reserve at Hongkong.
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.
Havock, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.
Hermione, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cunningham, at Amoy.
Humber, storeship, 1,640 tons, Comdr. H. J. Davidson, at Hongkong.
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,000 h.p., Capt. G. M. Henderson, at Amoy.
Jaous, torpedo-boat destroyer, Lieut. and Comdr. E. G. Corbett, at Hongkong.
Linnah, gun-boat, 765 tons, 6 guns, 870 h.p., Comdr. Wm. W. Smythe, at Shanghai.

Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Hongkong.
Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Bombay.
Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Foochow.
Orlando, cruiser, 3,600 tons, 12 guns, 5,500 h.p., Capt. J. H. T. Burke, at Taku.
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.
Pescadore, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. P. R. Cooke, at Wharfedale.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. H. G. Fraser, at Taku.
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Com. J. F. E. Green, at Hongkong.
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai.
Plover, gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. Cowper, at Shanghai.
Protector, gunboat, 1,000 tons, Captain W. R. Greenwell, C.M.G., at Hongkong.
Redpole, gunboat, 885 tons, 6 guns, 720 h.p., Lieut. Comdr. Chas. F. Corbett, Kinkiang.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Geoffrey G. Webster, Wei River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Wuhu.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, at Taku.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Taku.
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve at Hongkong.
Tamar, sailing ship, 4,800 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve at Hongkong.
Undaunted, armoured cruiser, 5,600 tons, 12 guns, 6,500 h.p., Capt. A. C. Clarke, at Hongkong.
Wallaroo, cruiser, 2,460 tons, 8 guns, Capt. Noel, at Chinkiang.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. Hay, at Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,300 h.p., Lieut. and Comdr. Mackenzie, Shanghai.
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. R. Watson, on Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Shanghai.

PRINTING OF ALL KINDS at the most moderate prices at THE "DAILY PRESS" OFFICE.
All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

BOOKBINDING by European method with the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

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INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS at the OUTPOSTS. A

